

# FLYING LINES

1411 BRYANT AVENUE  
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON  
PUBLISHER: MIKE HAZEL

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September, '83 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 48

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## 1983 -- THE SEASON FLIES ON

Well, the kids are back in school and the Raider Roundup is past and the control-line season is over, right.

Wrong.

One nice thing about the Northwest is that while the weather sometimes gets crummy, it seldom gets unflyable. And when a control-liner can fly, he will!

There's still plenty more organized activity to go in 1983.

Next stop of the competition merry-go-round is the Stunt-A-Thon '83 all-stunt contest Oct. 9 in Portland, preceded by the old-timer bash on Saturday, Oct. 8.

After that there is the Northwest Aeroliners' Drizzle Circuit Tune-Up at Delta Park in Portland Nov. 13.

The surprise appearance of the Nov. 13 contest throws the plans for the Nov. 21 Flying Lines Benefit Turkey Tournament in Eugene into doubt, but the decision has not been made whether to cancel the annual comedy of errors and dance of the turkeys. Watch the October issue for details on that one.

Then, before we have a chance to relax, along comes the sixth annual five-contest Northwest Sport Race Drizzle Circuit; once a month contests for racing and various other events from December through April. Drizzle Circuit plans depend upon the results of a poll appearing elsewhere in this issue. Don't miss the poll if you are interested in the DC.

And now, on to the latest news:

## WASHINGTON WHOOPEE CLIMAXES AT RAIDER ROUNDUP

The Washington State Control Line Championships, also known as the Raider Roundup, was another masterpiece of organization and hard work by the Seattle Skyraiders and their many friends and supporters.

Overall attendance was up, despite a drop in participation in the combat events, and the array of trophies and prizes was nothing short of spectacular.

The weather gods were against the control-line world on Saturday, Sept. 10, and the intrepid modelers competed in intermittent (sometimes heavy and sometimes light) rain. The conditions forced the postponement of rat race and balloon bust to Sunday and no doubt depressed the turnout (it certainly depressed those of us who were there!)

However, Sunday dawned glorious. All the events were competed and spirits were immeasurably improved by the overnight chance to dry out. But Saturday was an experience. You haven't competed until you've flown  $\frac{1}{2}$  a combat in a driving rain with water up to your ankles in the pilot's circle!

There were 38 individual fliers in 23 separate events, with competitors coming from Washington, Oregon, British Columbia, and Alberta (Hello, again, Paul Gibeault and Les Akre!)

Before we get to the play-by-play, some important individuals must be recognized. The list starts with Dick Salter, who must be the best-natured contest director in the Northern Hemisphere and a competent one at that.

Then come the Seattle Skyraiders: Pat Salter, Yvonne Thue, Carolyn Mullens, Richard McConnell, Dick Peterson, Dan Cronyn, Pete Bergstrom, Jim Parsons, Bob Emmett, Tom Knoppi, Bob Danielson, Glenn Salter, Max Thue and the ubiquitous Mr. Skyraider, Dave Mullens.

The 'Raiders did a fine job attracting sponsorship for the contest. Here are the contributors of prizes: Twinn-K, Inc., Dremel Manufacturing, Coverite, Repla Tech, Satellite City, Midwest Products, Tower Hobbies, Hobby Pox, Model Airplane News, Top Flite Models, Master Airscrew, J&Z Products, Badger Airbrush Co., Kin Craft Manufacturing, Medea Trading Corp., Queen Anne Hobbies, Fox Manufacturing, Sig, Flying Lines, Lick Peterson, Lone Star Models, America's Hobby Center, Enya Model Engines, J&J Sales, Carolina-Taffinder, Carl Goldberg, Pacer Technology, Dan Cronyn, World Engines and Mullens Marine. Northwest concerns are underlined.

Two special awards worthy of note: Dave Green repeated as the winner of the annual Sportsman's Trophy, awarded to the flier who scores the most

## ROUNDUP, continued

competition points. Dave competed in Formula 40 speed, Northwest Sport Race, Super Sport Race, Class I Mouse Race, Class II Mouse Race, Profile Carrier, Rat Race, Sorta Scale and Precision Aerobatics.

Secondly, Rich Salter and Lance Cronyn took trophies as the top two juniors. Rich participated in Formula 21 speed, Class I Mouse Race, and precision aerobatics. Lance competed in precision aerobatics. (Our notes are imperfect on these...the juniors may have been in some other events we missed.) Congratulations to two fine young modelers. Congratulations also to Rich for establishing a Northwest Formula 21 record.

Here are the complete results:

### RECORD RATIO SPEED (9 entries)

1. Chris Sackett, Vancouver, B.C. -- Jet, 194.73 mph (Northwest record). Ironsides Too, Jerry Thomas design, 22" span, 30 oz., aluminum-magnesium, polished finish. Dyna-Jet, Thomas rework, home brew 50% nitro/50% propylene oxide fuel, uniflow suction fuel system, speedmaster/Stanzel handle.
2. Jerry Thomas, Puyallup, Wash. -- Jet, 186.84 mph.
3. Keith Loutocky, Tacoma, Wash. -- D, 167.69 mph.
4. Mike Hazel, Salem, Ore. -- D, 166.6 mph.

### FORMULA 40 SPEED (8 entries)

1. Greg Beers, Vancouver, Wash. -- 129.54 mph. Fast, Greg Beers design, 24" span, 23 oz., balsa-basswood, Hobby Pox finish, Supertigre .40, McCollum glass 8x7½ prop, GloBee plug, Sheldon's 40% nitro fuel, crankcase pressure.
2. Mike Hazel, Salem, Ore. -- 129.47 mph.
3. Dave Green, Astoria, Ore. -- 120.43 mph.
4. Les Akre, Edmonton, Alta. -- attempt.

### FORMULA 21 SPEED (1 entry)

1. Rich Salter, Seattle, Wash. -- 79.54 mph (Northwest record). Airplane data unavailable.

### NORTHWEST SPORT RACE (8 entries)

1. Greg Beers, Vancouver, Wash. -- 5:24 heat, 9:16 feature. Sterling Yak-9, 40" span, balsa, Monokote, Fox .35 stunt, Grish 9x8 prop, GloBee 2-volt racing plug, Sheldon's 12.5% nitro fuel, Fox 2-oz. suction tank, Aldrich handle.
2. John Thompson, Cottage Grove, Ore. -- 4:42 heat, 9:39 feature.
3. Glenn Salter, Seattle, Wash. -- 5:09 heat, 12:08 feature.
4. Dennis Waters, ??, Wash. -- 7:29 heat, 56 laps feature.

### NORTHWEST SUPER SPORT RACE (8 entries)

1. Dave Green, Astoria, Ore. -- 3:23 heat (Northwest record), 8:11 feature. Minotaur, Dave Green design, 33" span, 24 oz., balsa-spruce-maple, K&B epoxy-Solarfilm finish, K&B .35, Dave Green rework, Dark Ages Racing Equipment 8½x8¼ epoxy-glass prop, Thunderbolt plug, Sheldon's 25% nitro fuel, turned spraybar, fastfill, shutoff, hot glove, Green uniflow tank, Fox handle.
2. Dick Peterson, Renton, Wash. -- 4:03 heat, 8:12 feature.
3. Mike Hazel, Salem, Ore. -- 3:54 heat, 8:17 feature.
4. John Thompson, Cottage Grove, Ore. -- 3:53 heat, plane destroyed on test flight before feature, Peterson advanced to feature.

### CLASS I MOUSE RACE (JR) (1 entry)

1. Rich Salter, Seattle, Wash. -- Did not finish. Airplane data unavailable.

### CLASS I MOUSE RACE (S-O) (7 entries)

1. FAST Team (Beers-Bfingsten), Vancouver, Wash. -- 4:03 heat, 5:36 feature. Fast, Greg Beers design, 18" span, 5½ oz., balsa-basswood, hobby Pox finish, Cox .049, Greg Beers rework, Top Flite 5¼x4 nylon prop, GloBee 2-volt racing plug, Missile Mist 25% nitro fuel, spring starter, .008x 42' single-strand lines, Sullivan handle.
2. Dave Green, Astoria, Ore. -- 2:50 heat, 5:49 feature.
3. Mike Hazel, Salem, Ore. -- 2:54 heat, 6:14 feature.
4. John Thompson, Cottage Grove, Ore. -- 2:41 heat, 34 laps feature.

### CLASS II MOUSE RACE (7 entries)

1. Dave Green, Astoria, Ore. -- 10:57 (features only). Midwest Super Mouse, 17" span, 5 oz., balsa, K&B Super Pox finish, V-tail. Cox Tee-Dee .049, Green rework, 4 3/4x4¼ DARE carbon fibre prop, Cox high-compression head, Sheldon's 50% nitro fuel, Crankcase pressure, fastfill, shutoff, hot glove, spring starter, DARE uniflow outboard tank, .008x 42 single strand lines, Fox handle.
2. Mike Hazel, Salem, Ore. -- 12:18.
3. FAST Team, Vancouver, Wash. -- 13:14.
4. Joe Just, Sunnyside, Wash. -- 25 laps.

### CLASS I NAVY CARRIER (3 entries)

1. Max Thue, Renton, Wash. -- 275 (Northwest record). Sterling Guardian, 32" span, balsa-plywood, Super Pox finish, flaps, auto rudder. Supertigre S-40, Zinger 9x7 wood prop, Fox idle bar plug, stock muffler, Sheldon's

## ROUNDUP, continued

5% nitro fuel, muffler pressure, ST Mag V carb, Veco 3½-oz. tank, .018x60 braided lines, E-Z Just handle, rubber-band actuated 3rd line. Airplane is 20 years old, restored for 1982 Roundup.

2. Bob Danielson, Bothell, Wash. -- 170.
3. Bill Skelton, Warrenton, Ore. -- no score.

### CLASS II NAVY CARRIER (4 entries)

1. Roy Beers, Vancouver, Wash. -- 323.4. Grumman Wildcat, 42" span, 3 lbs. balsa, Aero-Gloss finish, Supertigre .61, Zinger 11x7 wood prop, Fox idle-bar plug, Sheldon's 12.5% nitro fuel, pump, ST carb, .018x60 braided lines, C&S handle.
2. Bob Parker, Renton, Wash. -- 320.
3. Greg Beers, Vancouver, Wash. -- 288.7.
4. Bob Danielson, Bothell, Wash. -- no score.

### PROFILE CARRIER (5 entries)

1. Dave Green, Astoria, Ore. -- 211.7 (Northwest record). Sterling P-51 Mustang, 37½" span, 34 oz., balsa-tissue, dope finish, flaps, Supertigre G-21 .35, DARE 9x6½ epoxy-glass prop, K&B idle bar plug, Sheldon's 5% nitro fuel, ST carb, Green uniflow suction tank, .015x60 braided lines, J-Roberts handle.
2. Bob Danielson, Bothell, Wash. -- 191.3.
3. Greg Beers, Vancouver, Wash. -- 190.2.
4. Mike Hazel, Salem, Ore. -- 170.5.

### 1/2A COMBAT (7 entries)

1. Gary Byerly, Spanaway, Wash. -- Polish P-38, Chet Hales design, 27" span, 5½ oz., balsa, Monokote, Cox .049, Byerly rework, Top Flite 5½x3 nylon prop, Cox high-compression head, Sheldon's 35% nitro+castor oil fuel, bladder pressure.
2. Glenn Birch, Everett, Wash.
3. Chester Hales, Tacoma, Wash.
4. Glenn Salter, Seattle, Wash.

### SLOW COMBAT (7 entries)

1. Gary Byerly, Spanaway, Wash. -- Granderdog slow, Phil Granderson design, 47½" span, foam, Fascal, Supertigre .35, Byerly rework, Taipan 9x6 prop, K&B long plug, Sheldon's 25% nitro fuel + 2 oz. castor, bored out venturi, non-pressure balloon tank.
2. Glenn Salter, Seattle, Wash.
3. Dennis Waters, from somewhere in Washington State. (C'mon, you guys, fill out the AMA forms!)
4. Pat Waters, Sumner, Wash.

### AMA COMBAT (6 entries)

1. Ken Burdick, Kirkland, Wash. Granderdog, Phil Granderson design, 48" span, 20 oz., foam, Fascal, Fox Combat Special .36, Burdick rework, Top Flite 8½x6½ wood prop, K&B long plug, McFadden fuel, pressure regulator, bladder tank.
2. John Thompson, Cottage Grove, Ore.
3. Paul Rogers, from somewhere in Washington State.
4. Gary Byerly, Spanaway, Wash.

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## ROUNDUP, continued

### RAT RACE (2 entries)

(Feature race was a dead heat, preliminary heat broke tie).

1. Mike Hazel, Salem, Ore. -- 5:41 feature, 2:35 heat. Yippee, Hazel design, other data available.
2. Dave Green, Astoria, Ore. -- 5:41 feature, 2:50 heat.

### SPORTA SCALE (4 entries)

1. Randy Schultz, Seattle, Wash. -- Midwest Me 109, 48" span, 41 oz., balsa, silk-Aero Gloss dope finish, OS Max .35, Zinger 10x6 wood prop, Fox RC long plug, Sheldon's 5% nitro fuel, Sullivan 4-oz. tank, .015x60 braided lines, Schultz handle.
2. Max Thue, Renton, Wash.
3. Dave Green, Astoria, Ore.
4. Dick McConnell, Seattle, Wash.

### SPORT SCALE (3 entries)

1. Dave Mullens, Seattle, Wash. -- Airplane data unavailable.
2. Max Thue, Renton, Wash.
3. Bob Parker, Renton, Wash.

### BALLOON BUST (11 entries)

1. Dick McConnell, Seattle, Wash. -- 378.6. Sterling P-51 Mustang, 38" span, 3 lbs., balsa, silkspan, Monokote, Aero-Gloss dope, Torpedo (1964 K&B) .29, Top Flite 10x6 nylon prop, Fox standard long plug, Austin-Craft needle valve assembly, Sheldon's 5% nitro fuel, crankcase pressure, Pylon 4-oz. outboard tank, .015x60 braided lines, 5" E-Z Just handle.
2. Glenn Salter, Seattle, Wash.
3. Bob Danielson, Bothell, Wash.
4. Pat Waters, Sumner, Wash.

### EXPERT PRECISION AEROBATICS (3 entries)

1. Paul Walker, Kent, Wash. -- 560.5, 560.5. Bad News, Walker design, 62" span, 55 oz., balsa-plywood, K&B-Aero Gloss-Sig finish, access hatch at flaps, OS 45FSR, Nelson-Garner rework, Zinger 11.3x6 wood prop (cut from 12-6), Thunderbolt RC long plug, Red Max 10% nitro fuel, muffler pressure, Robbert 6-oz. uniflow tank, .018x69 braided lines, walker handle.
2. Alan Resinger, Delta, B.C. -- 481.5, 498.
3. Randy Schultz, Seattle, Wash. -- 492, 487.

### ADVANCED PRECISION AEROBATICS (3 entries)

1. Pete Bergstrom, Tacoma, Wash. -- 480.5, 428.5. Cleopatra, Bergstrom design around Stiletto wing, 57" span, 64 oz., balsa-plywood, Monokote-epoxy finish, Como .40, Zinger 11x5 wood prop, Fox idle bar long plug, Bergstrom uniflow 6½-oz. tank, .018x60 braided lines, Bergstrom handle.
2. Dave Mullens, Seattle, Wash. -- 443.5, 446.5.
3. Max Thue, Renton, Wash. -- 276, 394.5.

### INTERMEDIATE PRECISION AEROBATICS (5 entries)

1. Dave Bredefeld, Richmond, B.C. -- 444.5, 430.5. Top Flite Nobler, 52" span, 39 oz., balsa-silkspan, Aero-Gloss Dope, OS Max .35, Zinger 10x6 maple prop, K&B 1L plug, Sheldon's 5% nitro fuel, muffler pressure, Fox uniflow 3.5-oz tank, .015x 60 braided lines, E-Z Just handle.
2. Bob Parker, Renton, Wash. -- 84, 396.5.
3. Dave Green, Astoria, Ore. -- 287.5, 357.5.
4. Dick McConnell, Seattle, Wash. -- 172.5, 276.5.

### BEGINNER PRECISION AEROBATICS (3 entries)

1. Pat Waters, Sumner, Wash. -- 53, 196.5. Sterling Hellcat, 43" span, balsa, Monokote, Fox .35 stunt, Master Airscrew 10x6 plastic prop, Fox standard long plug, Fox 10% nitro fuel, Pylon klunk 4-oz. tank, suction, .018x60 braided lines, E-Z Just handle.
2. Dennis Waters, from somewhere in Washington State, 129.5, 150.
3. Bob Danielson, Bothell, Wash. -- 100.

### JUNIOR PRECISION AEROBATICS (2 entries)

1. Lance Cronyn, Seattle, Wash. -- 70.5. Top Flite Tutor, 46" span, 40 oz., balsa-silkspan, Pactra dope, OS Max .35, 10x6 Zinger wood prop, K&B RC plug, Sheldon's 5% nitro fuel, Perfect 3½-oz. suction outboard tank.
2. Rich Salter, Seattle, Wash. -- attempt.

## SPANAWAY SPECTACTULAR A SPECTACULAR SUCCESS

By Dave Mullens, editor of The Skywriter

The Bill's Hobby Town Spanaway Spectacular was a spectacular success. Twenty-five contestants made up 25 combat entries and 16 stunt entries. Dick Salter ran the combat events with help from Glenn Salter and a mass of volunteers. Stunt was judged by Jim Parsons and Dave Mullens with Alice and Dave Gardner tabulating scores with the assistance from the rest of the family.

Spricker Park in Spanaway, Wash, is one of the nicest contest sites used in the Northwest in quite a few years. Beautiful grass for the combat events and smooth but slightly sloping asphalt for the stunt bunch. The winds made it a little difficult for both fliers and judges, not the velocity, but the constant and rapid shifts.

## SPANAWAY, continued

Here are the complete results:

### 1/2A COMBAT (9 entries)

1. Chester Hales, Tacoma, Wash. -- Airplane data unavailable.
2. Pete Bergstrom, Tacoma, Wash.
3. Glenn Salter, Seattle, Wash.
4. Paul Rogers, from somewhere in Washington State.

### SLOW COMBAT (9 entries)

1. Dick Salter, Seattle, Wash. -- Core House slow, Fox Combat Special, K&B plug, 25% nitro fuel, TKO uniflow tank.
2. Glenn Salter, Seattle, Wash.
3. Dick McConnell, Seattle, Wash.
4. Bob Danielson, Bothell, Wash.

### AMA COMBAT (7 entries)

1. Kevin Krummann, Portland, Ore. -- Granderdog, Phil Granderson design, 48" span, 21 oz., foam, Fascal, Fox Combat Special Mk III .36, Top Flite 8 1/2 x 6 1/2 wood prop, K&B long plug, Sheldon's 10% nitro fuel, bladder tank, Aldrich handle.
2. Dick Salter, Seattle, Wash.
3. Will Naemura, Portland, Ore.
4. Gary Byerly, Spanaway, Wash.

### JUNIOR PRECISION AEROBATICS (1 entry)

1. Lance Cronyn, Seattle, Wash. -- 78. Top Flite Tutor, 48" span, 40 oz., balsa, Monokote-dope, OS Max .35, Zinger 10x6 wood prop, K&B RC long plug, Sheldon's 5% nitro fuel, muffler pressure, Carolina-Taffinder 4-oz outboard uniflow tank, .015x60 Lines, E-Z Just handle.

### BEGINNER PRECISION AEROBATICS (3 entries)

1. Kevin Krumman, Portland, Ore. -- 253. Dumas Chief, 54" span, wood, Aero Gloss finish, OS Max .35, Top Flite 10x6 wood prop, K&B long plug, Sheldon's 10% nitro fuel, muffler pressure, Naemura uniflow tank, .018x60 lines.
2. Pat Waters, Sumner, Wash. -- 145.5.
3. Bob Danielson, Seattle, Wash. -- 122.5.

### INTERMEDIATE PRECISION AEROBATICS (5 entries)

1. Dan Cronyn, Seattle, Wash. -- 358.5. Top Flite Tutor, 48" span, 39 oz., balsa, Monokote-dope, OS Max .35, Zinger 10x6 wood prop, Fox RC long plug, Sheldon's 5% nitro fuel, muffler pressure, Carolina-Taffinder uniflow 4-oz tank, .015x60 braided lines, E-Z Just handle.
2. Bob Parker, Renton, Wash. -- 335.5.
3. George Mickey, Seattle, Wash. -- 308.5.
4. Max Thue, Renton, Wash. -- 282.

### ADVANCED PRECISION AEROBATICS (4 entries)

1. Alan Resinger, Delta, B.C. -- 453.5. Stiletto 660, Les McDonald design, 60" span, 56 oz., foam-balsa, Sig dope, equal span flaps, OS max .45, Rev-Up 12x6 wood prop, K&B Idle bar plug, Red Max 10% nitro fuel, muffler pressure, Supertigre needle valve, Resinger 6-oz. uniflow tank, .018x54 braided lines, E-Z Just handle.
2. Pete Bergstrom, Tacoma, Wash. -- 447.
3. John Clemans, Kelso, Wash. -- 430.5.
4. Dave Gardner, Edmonds, Wash. -- 405.

### EXPERT PRECISION AEROBATICS (3 entries)

1. Paul Walker, Kent, Wash. -- 543.5. Airplane data unavailable.
2. Don McClave, Portland, Ore. -- 507.5.
3. Randy Schultz, Seattle, Wash. -- 476.5.

There was one amazing statistic achieved for a contest of 25 contestants. Six of the contestants joined the AMA as new members the day of the contest. Kevin Krummann joined the day of the contest and won all the marbles in fast combat and beginner stunt.

And if someone asks who is supporting control-line model aviation, they need look no further than Bill's Hobby Town in downtown Spanaway, Wash. Jim Brazzle provided for the rent and use of the Spricker Park facility. The folks at Hobby Town put up some of the nicest contest prizes seen on the contest circuit this year. I saw five engines on the award table, two Hoffelt Group fast combat kits went fairly rapidly (they must be nice; Byerly almost choked on his non-victory cigar when he just missed the chance to gleep onto one). There were at least another six kits and nice accessory items, like dremel tools and things like that. Pete Bergstrom served as Skyraider liaison with Jim and the Pierce County Parks Commission. Pete also teamed with Dave Mullens in producing some really nice award plaques. Thanks to all who helped out and thanks to the contestants who managed to have fun and displayed the utmost cooperation and helped by taking things in stride and not complaining.

# NW COMPETITION STANDINGS

## FLYING LINES' COMPILATION OF EVENT PLACINGS BY NORTHWEST MODELERS COMPETING IN NORTHWEST REGION CONTESTS

Sweeping changes occurred in Northwest control-line competition standings as a result of the Spanaway Spectacular and the Raider Roundup.

Flying Lines keeps track of the performances of Northwest modelers in Northwest contests, using a scoring system based on placement in the top four and the number of entries.

A more detailed explanation of the scoring system can be obtained by writing FL.

Any modeler who would like to see the complete standings for his event can obtain a copy by writing FL. Space limitations restrict us to printing only the top five in each event.

Here are the standings of events in which changes were recorded; as of Sept. 18:

### NORTHWEST SPORT RACE (8 contests, 58 entries)

1. Greg Beers . . . .	37
2. John Thompson. . . .	34
3. SKARE Team . . . .	23
Glenn Salter . . . .	23
5. Dave Green . . . .	17

### CLASS II MOUSE RACE (3 contests, 17 entries)

1. Dave Green . . . .	7
Mike Hazel . . . .	7
3. FAST Team. . . .	5
4. Joe Just . . . .	4
5. Rich Schaper . . . .	2

### SLOW COMBAT (3 contests, 23 entries)

1. Glenn Salter . . . .	19
2. Dick Salter. . . .	9
3. Dick McConnell . . . .	7
Gary Byerly. . . .	7
5. Bob Danielson . . . .	6

### SEED (COMBINED) (16 contests, 76 entries)

1. Mike Hazel . . . .	20	-- D, Jet, F-40
2. Keith Loutocky . . . .	18	-- Jet, D
Chris Sackett. . . .	18	-- FAI, B, Jet
4. Greg Beers . . . .	13	-- F-40
5. Dave Green . . . .	11	-- F-40

### PRECISION AEROBATICS \* (25 contests, 86 entries)

1. Paul Walker . . . .	24
2. Pete Bergstrom. . . .	20.5
3. Bob Parker. . . .	20
4. Don McClave . . . .	19.5
Randy Schultz . . . .	19.5

\* Advanced, expert points multiplied by 1.5.

### OVERALL CARRIER (9 contests, 41 entries)

1. Bob Danielson . . . .	21
2. Bill Skelton. . . .	20
3. Greg Beers. . . .	17
4. Pat Webb. . . .	9
5. Roy Beers . . . .	8

### NW SUPER SPORT RACE (7 contests, 47 entries)

1. Dave Green . . . .	30
2. Mike Hazel . . . .	27
3. Rich Schaper . . . .	21
John Thompson. . . .	21
5. Dick Peterson. . . .	14

### OVERALL RACING (30 contests, 191 entries)

1. Dave Green . . . .	68
2. John Thompson. . . .	60
3. Mike Hazel . . . .	54
4. SKARE Team . . . .	41
5. Greg Beers . . . .	37

### 1/2A COMBAT (5 contests, 32 entries)

1. Chester Halsos . . . .	14
2. Gary Byerly . . . .	12
3. Glenn Salter. . . .	11
4. Glenn Birch . . . .	10
5. Pete Bergstrom. . . .	8

### SPORT/PROFILE SCALE (5 contests, 29 entries)

1. Randy Schultz . . . .	23
2. Dave Mullens. . . .	14
3. Dick Salter . . . .	12
4. Pat Webb. . . .	9
5. Dave Green. . . .	6

### SCALE CARRIER (5 contests, 18 entries)

1. Roy Beers . . . .	8
2. Greg Beers. . . .	7
3. Terry Miller. . . .	5
Bill Skelton. . . .	5
5. Bob Parker. . . .	4

### RAT RACE (3 contests, 12 entries)

1. Bill Varner . . . .	8
2. Mike Hazel. . . .	2
Dave Green. . . .	2

### CLASS I MOUSE RACE (5 contests, 31 entries)

1. Knoppi-McCollum . . . .	14
2. Mike Hazel. . . .	9
3. Rich Salter . . . .	7
FAST Team . . . .	7
5. Dave Green. . . .	6
John Thompson . . . .	6

### AMA COMBAT (4 contests, 54 entries)

1. John Thompson . . . .	16
2. Ken Burdick . . . .	15
3. Bill Varner . . . .	10
4. Gary Byerly . . . .	7
Kevin Krummann. . . .	7

### OVERALL COMBAT (14 contests, 124 entries)

1. Glenn Salter . . . .	36
2. John Thompson. . . .	28
3. Gary Byerly. . . .	26
4. Dick Salter. . . .	22
5. Ken Burdick. . . .	15

### OVERALL SCALE (6 contests, 32 entries)

1. Randy Schultz . . . .	23
2. Dave Mullens. . . .	16
3. Dick Salter . . . .	12
4. Pat Webb. . . .	9
5. Bob Newman. . . .	8

### PROFILE CARRIER (3 contests, 19 entries)

1. Bob Danielson . . . .	15
2. Bill Skelton. . . .	14
3. Greg Beers. . . .	10
4. Pat Webb. . . .	9
5. Dave Green. . . .	5

### BALLOON BUST (3 contests, 20 entries)

1. Glenn Salter . . . .	17
2. Dick McConnell . . . .	11
3. Bob Danielson. . . .	9
4. Pat Waters . . . .	8
5. Dick Salter. . . .	6



FLYAWAYS

## RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

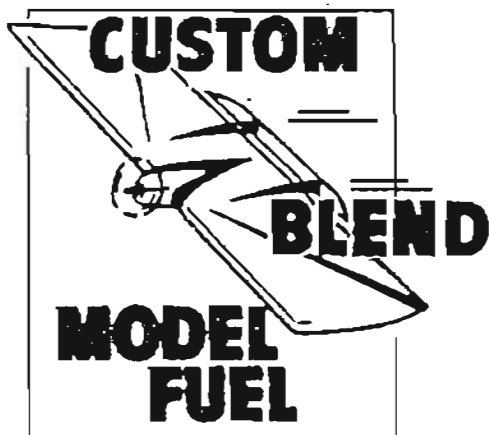
====We know how people hate to fill out forms, but sometimes there are reasons for putting complete information on those dotted lines that may not be obvious. For example, FL often uses the AMA signup forms for references as to where our competition fliers live, both for news articles and for sending information about the newsletter, tracking down people who have changed addresses, etc. Because the AMA leaves only two lines, people often put their address but don't say what town! Please, fill out the whole form and put your complete address. If you're running registration, please ask entrants to give complete information. It would help your fellow modelers and your newsletter.

====Mouse race is one of the most fun, low-pressure competition events but it has one drawback for those of us who live in the rainy half of the hemisphere. Those .008x42 lines tend to gum up and lock when they get wet; that's what knocked your FL editor out of the running in Mouse I at the Raider Roundup. The feature was in the rain and the old lines just refused to budget. Whack! But, there is an alternate type of legal lines that can eliminate that annoyance. We are allowed to use .012x42 braided lines, which will not suffer the gumming that attacks wet single-strand lines. The .012 are a hair slower due to increased drag, but here's one modeler who is going to carry a set of the braided lines from now on. Boy, do we hate those DNFs.

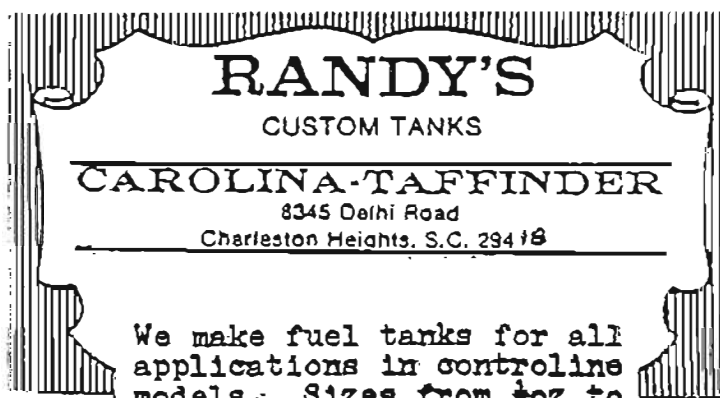
====The 1983 contest season has been characterized by a great level of activity, but with increased activity come problems. This year, there have been no fewer than three contest date conflicts in the FL circulation area. There was the Vancouver, B.C. FAI trials on the same date as the June CLAM bash in Astoria, the cancellation of the annual Eugene Summer Meet because of the Spanaway Spectacular on the same August date, and now the Portland Drizzle Circuit Tune-up only a week before the November date of the annual FL Benefit Turkey Tournament. We here of other contests planned for 1984. This is one of the reasons for formation of the Northwest Contest Directors' Association. Hopefully, that group will attempt to make some schedule plans this winter. If all areas will work within that system, some local clubs will avoid disappointment next year.

# CAROLINA-TAFFINDER

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## FLYAWAYS, continued

====The Seattle Skyraiders have had unbelievable success at signing up maverick Seattle-area fliers; you know the guys -- those who do their own thing without regard to the contest schedule, club activity, etc. Now, one of the biggest coups of the decade -- the sign-up of inscrutable Bob Emmett and Don Shultz, two recluses of the stunt world. Maybe the next milestone will be getting them to subscribe to the newsletter. (We can write any kind of needle about them we want, since we know they're not reading...maybe this jibe will get to them and they'll subscribe to protect their backsides from our "birdshot"...hee, hee.)

====Pete Bergstrom of Tacoma, Wash., is now writing the control-line column for Model Airplane News. Help him out by sending him information. His address is 110 192nd St. Ct. East, Spanaway, Wash.

====The big model show is on again in Puyallup, Wash., for some time early in 1984. Maybe if the organizers hear from some control-line people we'll have our sector of the modeling world listed in the flyer for the show, where it has been left out two years running. The person to contact is Bob Pfeiffer, c/o Firgrove Model Supply (See Hobby Shop Directory).

====Joe Just reports that his epoxy-fiberglass props took first, second, third and fourth places in junior mouse race at the 1983 nats and first place in open mouse. They can be obtained by contacting Joe at J&J Sales, 713 Crescent, Sunnyside, Wash., 98944.

====We finally have some Nats combat results, courtesy the MACA newsletter: Junior Slow Combat -- Eric Parker, Ballwin, Mo. Senior Slow Combat -- John Hess, San Antonio, Texas. Open Slow Combat -- Don Cranfill, Lake Jackson, Texas. Junior FAI -- Michael Willcox, Kingswood, Texas. Senior FAI -- John Hess, San Antonio, Texas. Open FAI -- Gary Frost, Ballwin, Mo. Junior AMA -- Jim Van Dyck, Glen Ellyn, Ill. Senior AMA -- John Hess, San Antonio, Texas. Open AMA -- Phil Cartier, Palmyra, Pa. 1/2A -- Pete Athans, Illinois. As far as we know, there were no Northwest entries.

====Speaking of Northwest combat fliers, Howard Rush and Phil Granderson of the Seattle area were expected to compete in the FAI Team Trials in Nashville, Tenn., Sept. 16-18. We hope to have results next issue.

====Eugene Propspinners report the acquisition of two new members, the husband-wife team of Bob and Cam Houk, both avid fliers. Bad news is that Jeff Shelby, Propspinners vice president, has been transferred out of town by Northwest Natural Gas Co. Our loss is the Northwest Aeroliners' gain, say Propspinners. Jeff is now at 1920 SW Huntington, Beaverton. Hey, you Aeroliners, why not welcome Jeff by giving him a call.

====We are often surprised to find little unknown pockets of control-line activity. Such a pocket was recently discovered by Prop Spinners President Mel Marcum on a visit to La Grande, Ore. There's an active club called the Grande Ronde Bushpilots, which is an all-type club, including CL and RC. The president is Graham Hicks. Put him on your flyer list and make sure you mention you heard about the club in FL. Graham's address is in care of newsletter editor Dave Hallmark, The Hallmark Furniture Center, P.O. Box 989, La Grande, Ore. Hallmark edits the Bushpilots News.

====Want to make a long trip? How about attending the Winter Nationals CL Contest, a AAA meet in Tucson, Ariz., Nov. 26-27. Events are Goodyear (on grass with 52' lines supplied by the contest management), slow combat, Class I-II and profile carrier, sport scale, precision aerobatics, AMA combat and 1/2A combat. For information, contact Jerry Capuano, 329 South Norris, Tucson, AZ, 85719.

====Product news: "Fox Ten Plus" is the name of a new Fox fuel priced at \$9.95 per gallon, with 10 percent nitro fuel. Look for it in your FL-advertising hobby shops.

====Speaking of Duke Fox...he recently sent FL a couple of nifty jacket patches saying "Happiness is a Fox Motor." We were the first on our block to wear it with pride. Duke says the big patches, designed for the back of your jacket, can be obtained for \$2.50 each. Tell him you read about them in Flying Lines and want to know when the next Combat Special will be produced.

====Combat fliers, check out the article on combat motor tuning in Model Airplane News, October, 1983. John Jo's article has some good engine information for all model airplane engine users.

## 83 NATS!

By Paul Walker

(Editor's Note: Paul's joyous headline says it all. Our Northwest favorite san big-time stunt flier finished second, only a whisker away from the pinnacle of American stunt flying. Here is his report on the 1983 AMA party in Westover, Mass.)

When Don McClave and I left for the Nats this year, little did we know how well things were to go. This year's Nats were held at Westover Air Force Base near Springfield, Mass. This meant that we had to fly back and rent a

## NATS, continued

car. The boxes that transported our airplanes were rather large due to the fact that the wings are not removable, but with hardly a blink of an eye they were checked in at the ticket counter at Sea-Tac Airport and rushed off to be loaded.

Once we arrived at JFK Airport in New York, the boxes were hand-carried to us just as the regular baggage was arriving. To beat that, there was not a scratch on them. This was almost too much to believe!! We then hopped on the shuttle bus to the Hertz lot, loaded both our boxes into the car (a station wagon) and headed off to Springfield. Once checked into the motel, we un-packed the boxes to find that the planes arrived in perfect condition. We assembled the planes (motors, tanks, wheels, etc.) and were ready for flying Sunday morning.

We arose Sunday morning to find rain pouring down. So the morning then became social time, checking out where everyone was staying. Around mid-afternoon the rain stopped and out flying we went.

Things ran smoothly and only minor trim changes were required. As it turned out, my needle valve setting never changed more than one-eighth of a turn all week. Monday's flying was an experiment with props and after five different props I ended up with the original one.

As a precautionary measure, Don removed the original engine in his plane and replaced it with his first back-up, as the original didn't feel 100%. One lean run later the ring in this motor was ruined, so his second back-up motor went in. This one didn't feel 100% either, so my OS .40 went into his plane. From here on out there were no more problems.

Tuesday was devoted to strict practice and final checks of flight times and tach readings on the ground.

Appearance judging for stunt is on Tuesday afternoon. So after practice Tuesday morning, the planes were cleaned and their final coats of wax applied. For those not familiar with this segment of the competition, all the stunt planes entered are gathered into one area and arranged according to the score received. When the judges are done, all the airplanes with a score of 15 are in one row, 16 points another row, etc. Of a possible 20 points, I received 14 and Don 10. At this point, all the contestants vote by secret ballot for their favorite plane. These results are not known until Saturday evening.

Wednesday morning was the first round of qualifications. All the contestants are divided into four circles. Each circle flies two rounds, both Wednesday and Thursday. Each contestant's highest score from Wednesday and Thursday are added together. The five highest scores in each circle move on to Friday's semi-finals.

Don and I were placed into the same circle. This circle had 14 people vying for five positions. After the first round on Wednesday, Bob Gieseke and I took a big lead. The final three positions were being battled by the following four people: Dave Cook, Bob McDonald, Larry Robertson and Don McClave. When Wednesday was over, I was in second place and Don in fourth. Remember that these were qualifying circles and not overall positions.

Thursday, the wind picked up a little to about 10 mph. After the first round of flying, Bob and I maintained our lead and Don had slipped to fifth position. Larry Robertson was following Don by less than one point out of a total of nearly 950. This meant that each of their last flights were to be very important. Don came through under this pressure and put in a good flight and qualified in the fifth position.

The Northwest contingent was doing well so far. Meanwhile, down in the speed circles, Chris Sackett had won jet speed and had finished third in B speed. I am not sure of the exact times but 194 in Jet and 184 in B are close. Good job, Chris. (Editor's Note: See August issue for speeds).

Friday is semi-finals day. The top 20 fly twice and both scores are added together. The top five then move on to Saturday. Friday morning dawned somewhat cloudy and windy. The winds during the flying were about 15 mph. I drew a late flight in the first round and had to sit and watch a lot of good flights being put in. But I was determined to do well and after the first round was over, I was in first place.

After watching Ted Fancher do a maneuver out of sequence and ruin any chances he had to defend his title on Saturday, I decided to put in a "safe" second flight instead of going all out and risking any problems. My second flight was not too bad but I did slip to second after the semi-finals were over. This did move me to Saturday, though!

Don finished a very respectable 16th in only his second Nats appearance. Good job, Don! Now was the time for me to get quite excited as I had a legitimate chance of winning!

The top five were Windy Urtnowski, Dennis Adamisin, Bob Gieseke, Jim Casale and myself. A lot of speculation goes on before Saturday's flying as to how well everybody will do. The general consensus was that if it was windy like Friday I was in the driver's seat and if it was calmer it would be a dogfight between Jim, Bob and myself. Saturday's flying was in about a 10 mph wind and it turned out to be a good battle.

Unfortunately, the battle was for second place. After the first round,

Jim had an 18-point lead, Bob was in second and I was one quarter point behind Bob. Dennis was fourth and Windy fifth. After I collected my nerves I put in a good second flight and moved back into second place by a few points. The format for the finals is to fly three official flights and add the best two. As the third and final round progressed, Bob put in a good enough flight to bump me back into third by a fraction of a point. I had the last flight of the day and needed a score of approximately 570 to win. Anything over 533 would give me second. I put my best flight of my life in but it just wasn't high enough. Saturday was just Jim Casale's day.

The top 20 finished like this:

1. Jim Casale . . . 1,107.25	11. Remel Cooper . . 983.25
2. Paul Walker . . . 1,081.00	12. Bob McDonald . . 983.00
3. Bob Gieseke . . . 1,069.75	13. Tom Dixon . . . 979.50
4. Dennis Adamisin. 1,063.75	14. Ken Purzycki . . 972.00
5. Windy Urtnowski. 1,063.00	15. Lou Wolgast . . . 967.50
6. Lou Dudka . . . 1,017.75	16. Don McClave . . . 950.75
7. Ted Fancher . . . 1,013.00	17. Dave Cook . . . 946.25
8. Stan Powell . . . 1,002.00	18. Glen Meador . . . 940.00
9. Marty Cwiakala . 1,000.75	19. Gene Martine . . 934.75
10. Dave Hemstrought 991.75	20. Lou McFarland . . 928.00

Anyone who flies stunt and is almost "pro-stunt" (ref. Sept. '83 Flying Models, Page 65) or is "pro-stunt" should consider going to a Nats. It is a great experience not to be missed. Next year it will be in Reno, Nev., so make your plans now. I would like to especially thank Don McClave for all his help in getting me through Nats week with the right mental attitude. Thanks again, Don. Hope to see you all at next year's Nats!

--Paul Walker, 25900 127th Ave. SE, Kent, WA 98031.

## **NW COMPETITION RECORDS**

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST  
MODELERS IN SANCTIONED COMPETITION

### FLIERS ROUND UP NEW RECORDS AT ROUNDUP

Five new Northwest records were set at the Washington State Control Line Championships, also known as the Raider Roundup.

First of all, congratulations go to young Rich Salter for establishing a new record for Formula 21, the speed event designed expressly for younger fliers. Rich used an old Goodyear racer to go 79.54 mph, the first Formula 21 speed ever entered on the Northwest record books.

Rich was in fast company that weekend. Fastest of the bunch was Chris Sackett of Vancouver, B.C., who inched his jet speed record upward from 194.31 to 194.73 mph. Chris reports that until suffering a bent tailpipe, the plane had been going 200 mph consistently in test flights. Watch out, jetsters!

Dave Green knicked a second off his Northwest Super Sport heat race time by turning a 3:23 mph prelim, as the super sports inch toward that magic 3:00 time.

Green, the king of the CLAMS from Astoria, Ore., also showed another dash of that champion's flare for preparation and practice, as he entered his first ever carrier contest and set a new Northwest record of 211.7 in profile. He eclipsed a long-standing 208.9 held by Marty Phillips.

Max Thue of Edmonds, Wash., took away the Class I carrier record away from Terry Miller, turning a 275 score to better Terry's old 268.98.

Here are the complete records as of Sept. 18:

1/8A MOUSE CLASS I 50-lap: 2:35 (Knoppi-McCollum)	100-lap: 5:08 (Knoppi-McCollum)
1/8A MOUSE CLASS II 75-lap: 3:54 (John Thompson)	200-lap: 9:21 (Bill Varner)
GOODYEAR 70-lap: 3:28 (Dave Green)	140-lap: 7:42 (John Thompson)
SLOW RAT 70-lap: --	140-lap: 7:49.88 (Mike Hazel)
RAT RACE 70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
TEAM RACE 100-lap: 3:51.07 (Knoppi-McCollum)	200-lap: 7:49 (Knoppi-McCollum)
NW SPORT RACE 70-lap: 4:14 (Dick Salter)	140-lap: 8:27 (Dick Salter)
NW SUPER SPORT 70-lap: 3:23 (Dave Green)	140-lap: 7:17 (Dave Green)
1/8A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 158.98 mph (Scott Newkirk)
1/8A PROTO: 83.63 mph (Paul Wallace)	FORMULA 21: 79.54 (Rich Salter)
A SPEED: 125.82 (Mike Hazel)	JET SPEED: 194.73 (Chris Sackett)
B SPEED: 184.57 (Chris Sackett)	PROFILE NAVY CARRIER: 211.7 (Dave Green)
	CLASS I NAVY CARRIER: 275 (Max Thue)
	CLASS II NAVY CARRIER: 323.7 (Loren Howard)

# BULLETIN

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A VERY IMPORTANT MESSAGE FOR ALL RACERS AND POTENTIAL RACERS!!!

For the past five years, many Northwest control-line enthusiasts have wiled away many happy hours racing and having fun in the Northwest Sport Race Drizzle Circuit.

This enjoyable circuit MAY happen again this winter, but ONLY if a certain level of participation is assured. A poll on the topic appears below.

Your response to this poll is ESSENTIAL if you are interested in participating.

For the benefit of those who may not be familiar with the circuit and its history, here is a little general background information:

The Northwest Sport Race Drizzle Circuit was initiated in the winter of 1978-79 with two purposes in mind:

1. To keep competition going during the winter, when many people just hibernate and, as a result of getting away from it all, seem to drift out of the hobby altogether. The thought was that a winter of camaraderie and low-key competition would keep the modeling fraternity together through the year.

2. To give Northwest racing people some practice and experience.

Both of those goals have been fulfilled. There has been a steady growth of activity over the past five years, partly attributable to the success of the winter contest circuit. Further, Northwest racing people have improved the quality of their flying, pitting and overall competition standards to a tremendous degree. Those who were beginners a few short years ago are now quite proficient; at the same time beginners are quickly brought up to speed by the ability to compete head-to-head with the experienced people who give them a great deal of help as they learn the sport.

A capsule history of the circuit:

In its first year, the circuit was run under the old Northwest Sport Race Rules, with the kit planes and the engines now used for super sport.

Every competitor was guaranteed four preliminary heats of flying, with the four finalists determined by a point system based on placing, not absolute times, in the preliminary heats. The old rules were used again in the second year, but the number of preliminary heats was reduced to three.

For the third year, the sport race was split into two classes. The Fox .35-powered NWSR as we know it now and the new NW Super Sport class using the old engines and open airplane designs. The circuit featured both racing classes, with two preliminary heats guaranteed each competitor in each class.

Every year, there have been five contests with the sport racing classes as the featured events with each contest also having a secondary event, such as some kind of combat, some other racing class, sorta scale or something of the sort.

For the racing classes, there have been circuit-end trophies for the top three entrants in each class and a fast-heat trophy in each class.

The champion for each class also has taken home a perpetual trophy to keep for the year.

The first four years of contests were divided up geographically, basically with single contests in Seattle, Portland, Eugene, Astoria and Yakima.

The 1982-83 circuit was centralized with all contests in Portland. This encouraged fliers to attend every contest because it made it unnecessary for anyone in Washington or Oregon along the I-5 corridor to make overnight trips.

NOW WE COME TO 1983-84. There are some IMPORTANT QUESTIONS to be answered. These deal with the level of participation and the location of the contests.

READ THIS PARAGRAPH: As with last year, the circuit will only be held if there are a minimum of 10 people who intend to attend the entire series in each racing class. The reason for this is simply that the people who do all the organizing, make the scoreboards, keep the statistics, secure the trophies, arrange for fields, stopwatches, lap counters and officials, do not want to do the work for a half dozen fliers. If you intend to compete in the circuit, you must do your part to make sure it happens. All YOU have to do to make sure it happens is to ANSWER THE POLL BELOW, IN WRITING, AND MAIL IT TO FLYING LINES!!! We do the rest. Now that's not asking too much, is it?

If it happens, the DC will again include five contests, one sponsored

## DRIZZLE CIRCUIT, continued

by each of the active local clubs and one sponsored by Flying Lines. They will be on the second Sunday of each month, and will either be in Portland or split up, depending on the poll results.

The poll is broken into two parts. The top part is essential for you to fill out and the bottom part is optional.

### DRIZZLE CIRCUIT POLL

Check the appropriate blanks.

- ☐ I will fly NWSR at every DC contest.
- ☐ I will fly NWSR at at least one DC contest.
- ☐ I will fly Super Sport at every DC contest.
- ☐ I will fly Super Sport at at least one DC contest.
- ☐ The Drizzle Circuit should be centralized in Portland.
- ☐ The Drizzle Circuit should be decentralized, with contests in Seattle, Eugene, Portland and Astoria.

### OPTIONAL SECTION

(In the past, it has become tradition for fliers to dress up their airplanes and decorate them with names and numbers. The names are your own choice.

FL assigns the NUMBERS based on previous year's placing and the order of application (for those who did not fly last year. This is done through pre-registration, to keep all the names and numbers straight. After you send your registration in, FL will respond with confirmation of the name and your number assignment. This is not required but is encouraged. When referring to airplane name, we are not asking the name of the kit, but your own cutsie racing name, such as "Speedy Special," etc.)

Name of NWSR airplane \_\_\_\_\_

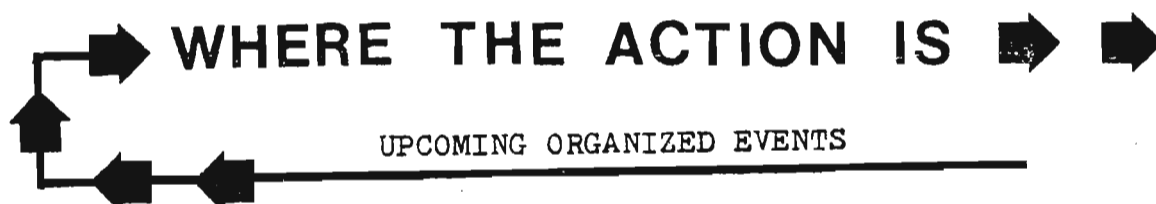
Name of Super Sport airplane \_\_\_\_\_

Name of Entrant \_\_\_\_\_

Address \_\_\_\_\_

Telephone number \_\_\_\_\_

Remember \_ RESPOND TO THIS POLL, OR DON'T COMPLAIN ABOUT THE RESULTS!!!



Listed below are the control-line model aviation events currently known to Flying Lines. If you or your organization is sponsoring an upcoming event, contact FL NOW. All events listed here are AMA-sanctioned unless otherwise noted. There is no charge for listing here, and FL will distribute contest flyers free as well. All AMA-sanctioned events are open to all AMA members unless otherwise noted. Age class code: (J)=junior. (S)=senior. (O)=open. All events JSO (JSO=junior, senior, open combined) unless otherwise noted.

- October 8....PORTLAND, Ore. \_ OLD-TIMERS FUN FLY AND JIM WALKER AIR SHOW. Old-time stunt, best ignition flying model, best glow flying model. \$2 entry fee for one or all three events. Sabre dance, three-at-once, Fireball flights and static displays. Site: Delta Park. Sponsored by Northwest Aeroliners.
- October 9....PORTLAND, Ore. \_ STUNTATHON '83. Four PAMPA precision aerobatics classes, 9 a.m. Trophies and merchandise prizes. Site: Delta Park. Sponsored by Seattle Skyraiders. Information: Don McClave, 7719 SE 28th Ave., Portland, OR, 97202, (503) 771-8453. Contest Director: Dave Gardner, 8133 184th St. SW, Edmonds, WA 98020, (206) 771-4787.
- November 13..PORTLAND, Ore. \_ DRIZZLE CIRCUIT TUNE-UP. Northwest Sport Race, NW Super Sport Race, Class I Mouse Race (J)(SO), Class II Mouse Race, NW Sport Combat. Entry fees: \$5 first event, \$3 second event, \$10 maximum. Sponsored by Northwest Aeroliners. Site: Delta Park.
- November 20..EUGENE, Ore. \_ FIFTH ANNUAL FLYING LINES BENEFIT TURKEY TOURNAMENT. Because of the appearance of the Nov. 13 Portland contest on the schedule, this contest will be listed as tentative until enough indications of advance entry are received. Four events with one airplane \_ appearance, speed, stunt, 2-minute time target. Top combined score wins 20-pound turkey. Merchandise prizes through third place. Any

## ACTION, continued

plane legal. Entry fee: \$10 for the whole day, proceeds to benefit Flying Lines. Site: Mahlon Sweet Airport. Contest Director: John Thompson, 1411 Bryant Ave., Cottage Grove, OR, 97424 (503) 942-7324. IF YOU INTEND TO COME, PLEASE CONTACT THE CD BEFORE Oct. 15!

- December 11..(Tentative) NORTHWEST SPORT RACE DRIZZLE CIRCUIT CONTEST  
No. 1. Details to be announced. Circuit depends on adequate pre-entry. See poll elsewhere in this issue. Northwest Sport Race, NW Super Sport Race, and secondary event. Circuit Coordinator, John Thompson, 1411 Bryant Ave., Cottage Grove, OR, 97424, (503) 942-7324.
- January 8....(Tentative) NORTHWEST SPORT RACE DRIZZLE CIRCUIT CONTEST  
No. 2. NWSR, NWSS, Secondary Event. Details to be announced.
- February 12..(Tentative) NORTHWEST SPORT RACE DRIZZLE CIRCUIT CONTEST  
No. 3. NWSR, NWSS, Secondary Event. Details to be announced.
- March 11.....(Tentative) NORTHWEST SPORT RACE DRIZZLE CIRCUIT CONTEST  
No. 4. NWSR, NWSS, Secondary Event. Details to be announced.
- April 8.....(Tentative) NORTHWEST SPORT RACE DRIZZLE CIRCUIT CONTEST  
No. 5. NWSR, NWSS, Secondary Event. Details to be announced.

## NEW ERA MAY BEGIN FOR FLYING LINES

Do you notice anything different about the type of this article? You undoubtedly will get quite familiar with this new typestyle if current plans for making the FL editor's job easier are followed through.

Undoubtedly you have identified this type style as that of a computer printout. Yes, fliers, FL has entered the computer age.

Actually, FL standings have been kept on a computer for the past year, and Drizzle Circuit statistics were kept on one last winter. However, the computer used by the FL editor has been a "'dumb'" terminal, a remote outpost of a huge computer, which did not have its own memory or printing capability.

A change in systems used in the editor's employment gives him access to printing capability. This may seem like a small change for you readers, but for the editor who spends some 10 hours a month typing this rag, the ability to edit, move copy, and do other word processing functions is a vast improvement.

It undoubtedly will have a positive effect on the timeliness of FL. It very likely also will have a positive effect on the appearance of the newsletter by reducing the number of typographical errors that are not corrected or are clumsily corrected. It very definitely will have a positive effect on the mental health of the editor.

We hope this change is made with the blessings of the readers. The type may take a little getting used to, but we hope you do get used to it. Like we said, this is probably going to be the FL type of the future — throughout the newsletter.

As always, we're glad to hear your comments about the new type style, and about anything else in FL that bears your comment. We're listening!

## A WORD FROM THE PUBLISHER

Publisher Mike Hazel passes this tidbit on for all of you who are new subscribers, or who have forgotten how our subscription renewal reminder system works. Your mailing label tells you when your subscription expires.

When it is, in fact, expired, your label will include a note penciled in by the publisher that this is your last issue. You will not receive a separate mailed notice. There's no need, usually, to ask us when your sub runs out. The information is there for you to inspect at any time.

## HOBBY SHOP DIRECTORY

- FAMILY CRAFTS, HOBBIES AND NEEDLEWORKS — Control-Line equipment and supplies. Crafts and hobbies for the entire family. 10209 NE Sandy Blvd., Portland, OR 97220. (503) 256-4276.
- FIRGROVE MODEL SUPPLY — Radio Control, Control-Line and Gliders. 10611 136th St. East, Puyallup, WA 98373. (206) 845-7675. Owned by R.B. "Bob" Pfeiffer.

## THE FLYING FLEA MARKET

- BARGAIN — One free ad for each new or renewed subscription — yours or someone else's. Send it with the subscription to Flying Lines, 1411 Bryant Ave., Cottage Grove, OR 97424.



# SPEED SCOOP

by mike hazel

At last, here is another installment. Sorry for the delay, speed fans. This time around will be a potpourri of miscellaneous topics. First off, I just finished up two weekends of speed flying. The first was in Merced, Calif., for the Western States Speed and Racing Championships. The West Coast segment of the FAI speed trials also was held.

The weather was warm and dry, which is why I enjoy going down there. The turnout was fairly good with fliers from all over the continent. The Northwest speed contingent included Chuck Schuette, Jerry Thomas, Charlie Vassallo, Mike Hazel, and from Canada, Les Akre. Also notable was lots of action from the K&B Mafia, namely the Wisniewski clan. I did not note any of the scores. Look for those elsewhere in FL, courtesy of Frank Hunt (Editor's note: We'll print them when we get them.)

The next weekend was of course the Washington State Championships. The weather started off ugly, but cleared up for speed flying on Sunday.

If any word could describe the speed action, it would be "untogether." Most all of the activity seemed somewhat lax. This is not any reflection on the fine job that the officials did, it just seemed that no one was really hot to compete that day (this writer included). Look for official results elsewhere in this issue under the full contest report. It was mentioned that perhaps more classes could be run next year, and maybe the speed competition could be run over two days, since space is no problem. Please direct your input on this to the Seattle Skyraiders.

\*\*\*\*\*

The first column regarding speed flying in this newsletter dealt with some philosophy and a fence-hole peek at speed flying. It's about time to update the "fence-hole peek" at the sport.

Right now is an excellent time to get with the speed flying persuasion, especially in the Northwest. Both here and elsewhere, interest is picking up. While there are enough people to give you a hand in getting started, there are not so many as for you to get lost in the shuffle. You will find that the speed troops are 110% willing to get someone started who shows a sincere interest. Presently there are more speed fliers in the Northwest than there have been in over 10 years!

Now, back to getting started. The first thing you should do is become a member of the North American Speed Society. You need this to find out where the equipment, contests, fellow competitors, etc., are. Check with the membership department to find out who is nearby that can give you a hand.

At some point you will want to narrow your sights on an event or two to try. I highly suggest to take this one at a time. In making a decision, keep in mind the diverse requirements and latitudes given in specific events.

It is fortunate that there is such a variation, rather than the exact same thing in different sizes. To give you an idea of what we are talking about, here is a general rundown of different types of design needs. First of all there are three events that require two-wire controls, for those of you who can't or won't handle monoline. Another event that you may successfully try is half-A, as the drag difference is minimal between the two systems.

Next is the consideration of fuel. One event runs alcohol fuel, another requires limited nitro, and the rest are unlimited. Exhaust tuning also has some variations. One event specifically disallows any exhaust tuning, a couple allow minor tuning (mini-pipes), and the rest are wide open. Two events require landing gear, which eliminates the need for dollies.

Next, when people are scoping out the events, you may want to fly the events other people are flying. It always seems that year to year there are hot events in terms of participation. If you fly what everyone else is, you stand a better chance of actually learning something, not to mention the satisfaction of genuine competition. Or, you can be the star in an event that no one else in your area is flying. Not that this is bad, either. Who knows, maybe you will set a trend.

The interest in the Northwest right now seems to center around the bigger classes: Formula 40, D and Jet. FAI also has a following, but I cannot suggest this for a starter, unless you have full-time tutorage.

Right now there is an excellent selection of engines available, as compared to a few years ago. Many of these are competitive right out of the box. Here is a listing of the most common available engines in use now:

Half-A Speed \_ Cox TeeDee .049. No surprise here. For good results refer to Kustom Kraftsmanship, and P&G Metal Shop for expert rework.

A Speed \_ Rossi .15, Supertigre X-15, OPS .15. Another possible might be the Nelson .15, with some reworking, along with the NEW Cox .15.

B Speed \_ K&B 4.9 (.29), OPS .29, and ST X-29, if you can find them.

D Speed \_ OS .65, OPS .65, Picco .61 or .65, Rossi .61 or .65.

Formula 40 Speed \_ K&B 6.5 (.40), Supertigre X-40, OS .40 VRP.

Jet Speed \_ Dyna-Jet (what else?) The long extinct OS jet engine is also competitive, as it is almost a direct copy of the Dyna.

FAI Speed \_ Rossi .15 seems to be the only thing going here.

There is also a full line of TWA engines for all the prop sizes except half-A. The availability of these is somewhat elusive at times, however.

There is always another alternative in speed flying. If you are not satisfied with any of the engines available, build your own!

\*\*\*\*\*

Closing notes...

\* The Vancouver, Wash., bunch report that they are putting up a pylon at Delta Park in Portland. This will give us four sites in the Northwest including British Columbia that have pylons. With Portland and Seattle being the most central, maybe we should think about having a circuit of speed contests. What do you think?

\* As I believe everyone knows by now, the 1984 AMA Nationals will be held in Reno, Nev. Set your sights on this one, no matter what you fly, as it will never be closer! Meanwhile, get your program together. If you do not wish to compete, come anyway and you can spectate and officiate.

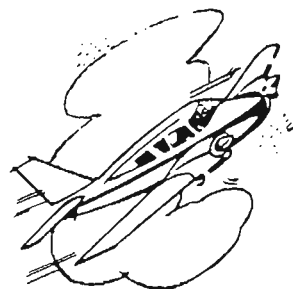
\* Here is the NASS address: Box 82294, Burnaby, B.C., Canada V5C 5P7. Write for details today, or just go ahead and send in \$15 for membership. Fly FAST!

--Mike Hazel, 1040 Windemere Dr. NW, Salem, OR 97304.



## AIR MAIL

COMMENTS.....NEWS.....VIEWS  
FROM THE FLYING LINES READER



DEAR FL:

I have been trying to direct my buying towards the hobby shops that advertise in Flying Lines

I gave my wife the list of shops. She made contact with Eugene's Toy & Hobby. My purchase arrived ONE DAY later. ONE DAY! This kind of service is above and beyond. Thank you for caring, Eugene's Toy & Hobby.

--John Clemans, 3070 N. 19th, Kelso, WA, 98626.

DEAR FL:

Hey, guy, sign me up. I'll just take five issues right now as funds are tight! I do not want to miss that issue with the Regionals pictures, for sure. Keep up the good work. Really looking forward to the October activities in Portland. The Walker Fun-Fly is a great nostalgia event, and the Stuntathon sorta rounds up the year's activities. Hope to see ya there! Thanks again.

--Terry Miller, President, Umpqua Valley Modelers, 2823 W. Sherwood, Roseburg, OR 97470.

DEAR FL:

For goodness sake, why don't you ask Netzeband to do a column for you!

Please! A page a month, half a page, every other month? Anything. The guy has plenty to say and I (and lotsa others) would like to hear it. I'd ask him to provide something for my newsletter but I doubt he'd go for the circulation of 15. I may ask anyway, so you'd better get him first.

Now for something completely different: The next time you see Rich Porter, kick him in the shins for me. I'm flying a "Pinto" and "Tercel" and it just kills me that I know there's something better (R) out there and I don't know how to build one. I think he told you Model Aviation was going to publish an article just to stifle questions. Drat.

Well, the Cheaper Imitation and STP are still my front line half-A and fast combat weapons. Why don't you lay out your top slow job in FL sometime soon? The others do so good, I'm sure I'd like your slow.

FL is still the best source of CL info around. Thanks.

--Raymond Lefrancois, 465 Chiquapin Trail, Christiansburg, Va 24073.

(Editor's response: Bill Netzeband, are you listening...Offer extended to write anything you want for FL! Rich Porter, consider yourself kicked!

Slow combat plane: I'd recommend one of the Bear Model Products slow combat kits. We quit slow combat because we never found a plane we liked!)

(Editor's note: The following letter came to the FL editor in relation to his Control Line Contest Board activities, but we thought the letter, which is followed by another short note, would interest FL readers.)

HI, JOHN:

...One other thing. I hear that there is a whale of a good CL newsletter from the Northwest area. Who do I contact to get one?

(Ed: We sent a subscription form. With it came this response.)

If you need any news on what is happening in CL flying in the Midwest, let me know.

--Bill Zimmer, AVP Dist VI, Box 72, Varna, Ill. 61375.

(Yes, Bill, any news you send along, we'll print! --Ed).

DEAR FL:

I am writing in response to a note and a sample copy of the newsletter "Flying Lines." Both of the preceding were received from Mike Hazel.

In reality a fellow modeler, Miles, sent me copies when he was in California. I have always wanted to subscribe but never got around to it. So that is what I am doing now. My name and address will follow.

I have a son, John Jared, JJ for short, that flies with me. He is 12 years old now and has been competing since he was 8. Tried to get him started sooner but he was not interested. He has competed in the 1982 and 1983 Nationals. Done pretty good if I say so.

Myself, I have been flying since the early 50s. I have competed in several Nats meets. I also hold a contest director's card with the AMA. The two of us compete in several racing events, with Navy Carrier, stunt and a lot of sports events. In time I hope we can participate in FAI team race together. I used to pit team race back in the 70s for several different pilots. But, either I was hard to get along with or something, I could not keep a good pilot. Maybe I was just a bad pit man.

I hope this fall to set up a racing series like your Drizzle Circuit. We fly an event called Goldberg 140 Racing. It is a highly restrictive event to promote the beginner in racing. The guys in Wichita, Kansas, originated the event. The event is just now starting to spread out to other areas and seems to be growing in popularity. The main draw is the entrant must fly his own plane and we have quite a few guys that are good pit men.

Anyway, I have probably taken up too much of your time and want to get my subscription into Flying Lines. All for now.

--John E. Holliday, 10421 West 56th Terrace, Shawnee, Kansas 66203.

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## SUPPORT FLYING LINES ADVERTISERS

## THEY SUPPORT CONTROL LINE FLYING

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### WHO'S WHO AT FLYING LINES

Flying Lines is produced monthly by a dedicated staff of volunteers interested in keeping lines of communication open between Northwest modelers. FL is totally independent of any organization, depending entirely upon support from subscribers, advertisers and donors.

FL is your link to the rest of the Northwest's control-line modelers. Help keep it alive by spreading the word. Wear your FL T-shirt and tell your buddies what it stands for. FL shirts available at \$8 \_ name your size and color.

Prices for subscriptions: \$5 for 5 issues and \$9.50 for 10 issues. Canada and Mexico: \$5.50 for 5 issues and \$10 for 10 issues. Overseas, \$10 for 5 issues and \$18 for 10 issues, U.S. funds, please. Premium subscriptions, \$25, U.S., Canada and Mexico only.

Advertising rates: \$6 per half page, \$4 per quarter page, \$1 for five lines of classified advertising. Hobby Shop Directory, \$15 per year. Help FL and yourself by selling an ad!

Here is the FL staff:

Publisher.....Mike Hazel  
Photo editor...Help Wanted  
Aerobatics....Paul Walker  
Carrier.....Orin Humphries  
Engines.....Help Wanted  
Scale.....Orin Humphries  
Sport.....Larry Miles

Editor.....John Thompson  
Advertising..Frank Macy  
Beginners....Ken Burdick  
Combat.....Gene Pape, John Thompson  
Racing.....Mike Hazel  
Speed.....Mike Hazel

# MIKE'S MISC. NOTES

random ramblings from the publisher  
( and paid political advertising)

You have no doubt noticed by now the very thick dimension of this issue. We wanted to get all the contest flyers and loose ends caught up, and this put us into the three ounce postage zone. So as not to waste the cost of this postage by carrying just a couple of contest flyers, I have included some extra stuff.

\*\*\*\*\*

As all of you know by now, I am writing the CL column in Model Builder magazine, and Pete Bergstrom is now writing same in Model Airplane News. You have heard this before, but hear it again. Please support CL coverage and articles that are included in the major mags. Even though all indicators point toward CL making a steady though modest comeback, the magazines will always be behind in this trend, because they are not pushing it. ( like they do helicopters, 4-cycle engines, etc. etc.) Particularly at M.A.N. , the CL has been off/on, which cannot make one feel good as to the commitment the management at that mag has made for CL. The whole key to be recognized is to make some noise, and this doesn't mean running without mufflers. This means to let the editors at these and all magazines hear from concerned CL modelers. The control line ranks must be a vocal minority, if they are to be a minority. By the way, please stay tuned to my column in MB, I have a multi-part series entitled the" Militant Control-Liner". As it moves along, it should get down and dirty. At least you would think so if you don't fly CL.

WRITE THE MAGS AND SAY YOU WANT TO SEE MORE CONTROL LINE!!!!

\*\*\*\*\*

I still have a few more items left from my last inventory clearance sale:

Cox conquest 15 crankcase with rear bearing, as is \$2, Prop washer and nut for same 50¢ SuperTigre 15 spinner assembly-new \$4, 1/2A profile proto plane with button bellcrank, bladder tank, no engine, flies clockwise, \$8; Tercel 1/2A stunt plane, no engine, with plans, \$10; Profile Carrier combo, includes Sterling Hellcat kit, K&B 35 RC, three wire bellcrank, all new in box \$49; Package of over dozen misc oldies plans, take a chance at only \$2; Top Flite new series 9 x 12 1/2 speed props \$1.25 each; 1 1/2 ounce fastfill tank, new \$2; Veco 2 1/2 ounce pressure tanks, new \$2 each, Veco 1 ounce suction tanks, new \$1 each; Taffinder long rat tank, less FF plug \$2.50; EZ Just CL handles two hot rock, one five inch, all for \$11; Trexler airwhells; Class B speed pan, cut down, drilled for old ST 29 \$2; Fireball cool glowplugs, long or short 50¢ each. Plus more. I will have this stuff at the Stunta-thon this weekend.

Mike Hazel , 1040 Windemere Dr NW, Salem, OR 97304 364-8593

THE NORTHWEST AEROLINERS PRESENT

the 3<sup>rd</sup> annual

CONTROL  
LINE

**OLD TIME  
FUN-FLY**

*and*

**Jim Walker  
AIRSHOW**

AMA  
SANCTIONED

Saturday October 8, 1983

Jim Walker Memorial Field, Delta Park  
Portland, Ore

**WOW!**

**EVENTS:**

A.M.A. old time  
stunt, best ignition  
flying model and best  
glo flying model..\$2<sup>00</sup> fee  
for 1 or all 3 events.

**PLUS!**

come and see the  
amazing "sabre dance" and  
"three at once" Jim Walker  
Fireball flight demonstrations  
.....and lots of  
static displays!!

# STUNT ~ ~ THON '83

## ALL ~ STUNT CONTEST

AMA SANCTION #650

OCTOBER 9<sup>TH</sup>, 1983

8<sup>00</sup> AM 'TIL 5<sup>00</sup> PM

JIM WALKER MEMORIAL FIELD  
DELTA PARK - PORTLAND, OREGON

PRECISION AEROBATICS MODEL PILOTS ASSOCIATION

PAMPA Beginner	0 to 300 point average
PAMPA Intermediate	301 to 400 point average
PAMPA Advanced	401 to 500 point average
PAMPA Expert	501 to 650 point average

AWARDS AND MERCHANDISE PRIZES FOR THREE PLACES IN EACH CATEGORY

ENTRY FEES: Age 15 and up: \$5.00. Age under 15 years, \$2.00

VOLUNTEERS ARE NEEDED FOR FLIGHT LINE CONTROL, JUDGING, PULL TESTING, CROWD CONTROL, CRASH & BURN FIRST AID, ETC., ETC (and so forth)

SCHEDULE: First Official Flight IN THE AIR BY 9:00 AM -- LATEST!!  
All of Round 1 will be flown before lunch break  
Lunch Break: 12 Noon to 1:00 PM (or thereabouts)  
All of Round 2 will be flown after 1:00 PM.  
NO HARD CIRCLE PRACTICE AFTER 8:45 AM SUNDAY !!!!!

This Contest Sponsored by The SEATTLE SKYRAIDERS, AMA Charter #330

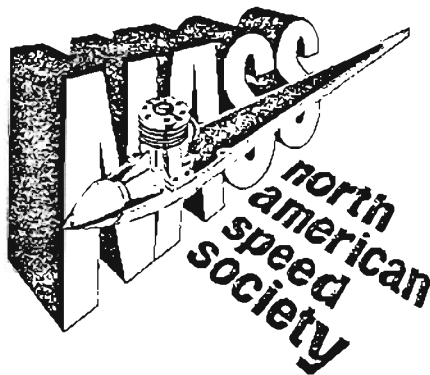
CONTEST DIRECTOR:

Dave Gardner  
8133-184th St. SW  
Edmonds, WA 98020  
(206) 771-4787 (home)  
(206) 284-5710 (work)

CONTEST COORDINATOR:

Don McClave  
7719 S.E. 28th Ave.  
Portland, Oregon 97202  
(503) 771-8453 (home)  
(503) 225-2175 (work)

DON'T FORGET!! SATURDAY, OCTOBER 8th, IS THE OLD TIMER BASH,  
COMPLETE WITH OLD TIME STUNT, OLD TIME PLANES AND OLD TIME PILOTS!!



BOX 82294  
NORTH BURNABY,  
B.C. CANADA  
V5C 5P7

Dedicated to the advancement of control line speed.

N.A.S.S. APPLICATION FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_

TELEPHONE \_\_\_\_\_ A.M.A.-M.A.A.C. NO. \_\_\_\_\_

CLUB \_\_\_\_\_

AGE GROUP JR. ☐ SR. ☐ OPEN ☐

SPEED CLASS INTERESTS:

1/2 A ☐ A ☐ B ☐ D ☐

JET ☐ FORM 40 ☐ F.A.I. ☐ 1/2A PROTO ☐

ANNUAL FEES: Junior: up to 14 yrs. age \_\_\_\_\_ \$ 7.00  
Senior: 15 to 18 yrs. age \_\_\_\_\_ \$10.00  
Open: 19 yrs. age & over \_\_\_\_\_ \$15.00

All N.A.S.S. members receive a membership card, 3 N.A.S.S.  
Decals, a name tag, and the quarterly newsletter "SPEED TIMES".

\* \* \* \*

# THE NORTHWEST AEROLINERS

PRESENT A....

## DRIZZLE CIRCUIT TUNE-UP

ENTRY FEE: \$5.<sup>00</sup> FIRST EVENT, \$3.<sup>00</sup> SECOND, \$10.<sup>00</sup> MAXIMUM

- (O) ★ NORTHWEST SPORT RACE ★
- (O) ★ NORTHWEST SUPER. SPORT ★
- (J) & (SO) ★ CLASS I MOUSE RACE ★
- (O) ★ CLASS II MOUSE RACE ★
- (O) ★ N.W. SPORT COMBAT ★

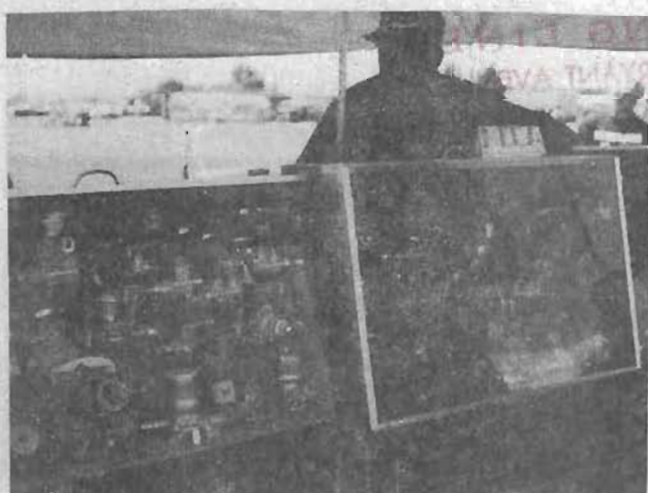
ALL EVENTS (EXCEPT-MOUSE I) J.S.O. COMBINED --- A.M.A. SANCTIONED.

SUNDAY NOVEMBER 13, 1983

JIM WALKER MEMORIAL FIELD

DELTA PARK, PORTLAND

52.



## GO!

Ken Burdick heard the starter's signal, hit that prop and took off for the center circle during Regionals fast combat (top photo). Charlie Johnson's picture captures the pilot's intensity. Pit man is Ken Burgar, that's Norm McFadden under the sombrero and the others are judges and spectators.

SECOND ROW: Vic Garner, left, readies rat racer for action at Regionals. Eugene's Toy & Hobby proprietor Paul Agerter, on tailgate, holds court at Regionals. That's Mrs. Agerter resting at left, and the two modelers are Dave Green, left, and John Thompson. (Bruce Guenzler).

THIRD ROW: Two very famous modelers: Bob Carver, in front of plane, owner of Carver Corp. stereo manufacturer, combat flier, and sponsor of the Bladder Grabber. Holding plane, none other than Duke Fox, engine maker. R.F. Stevenson with some of his hundreds of engines.